

REPORT

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THIS IS UNEVALUATED INFORMATION

1. Between 18 and 30 June 1954, an average of six class-52 locomotives were daily turned over to Polish railroad personnel at the marshaling yard in Frankfurt/Oder. After 1 July 1954, the personnel of deactivated locomotive brigades was scheduled to return to their home stations. Some of the locomotive brigades were to continue on a stand-by basis in order to be available in case difficulties should arise in the handling of Soviet transit traffic through Poland.¹
2. All locomotive brigades were to have been deactivated by 1 July 1954. A total of about 80 brigade locomotives were to be lent to Poland. These locomotives were to be selected by a Soviet transportation officer.¹
3. Since late June, Polish railroad personnel has been stationed at the Guben railroad station. These people are in charge of railroad border traffic.
4. The last group of locomotives to be lent to the Polish railroad administration was turned over on 29 June 1954. A total of 72 locomotives was lent. The other locomotives previously used for Soviet transit traffic through Poland will be distributed among the eight RBDs. Twenty express train locomotives will continue to be at the disposal of the Soviets. For the time being, all former column locomotives will be kept in reserve; they can only be used after approval by the Ministry of Railroads. In detail, the following numbers of locomotives were distributed to various RBDs:

RBD Berlin	68, 28 of which were for the Frankfurt/Oder marshaling yard.
RBD Halle	70
RBD Cottbus	37
RBD Greifswald	30
RBD Schwerin	40
RBD Magdeburg	36
1. Comment. A total of 374 locomotives were previously used for Soviet transit traffic through Poland.

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